

The Claresholm Review-Advertiser

VOLUME 13

Claresholm, Alberta, Friday, July 13, 1917

No. 20

CLARESHOLM FAIR, WED. and THU., AUG. 1st and 2nd

THE

Men's Cash Store

Watch this Space for the Next
Two Weeks. We will have
some Bargains to offer. . . .

Carl J. Braren

Just arrived in Stock, a large assortment of
**LADIES' GEORGETTE CREPE and
CREPE DE CHENE COLLARS**

Another lot of those new shades in
Shot Silk. Georgette Crepe in all the
new shades, all Silk Crepe de Chenes.

When you want the newest goods, we have them.

*Wear
Gossard
CORSETS
They lace in front*

M. FISHER

Old Fashioned Dough Cakes

Just like Grandma used to make

Price 25c Each

E. G. BARBER'S BAKERY

BAKERS and CONFECTIONERS, Shelver St., Claresholm

Rex Theatre Announcements

FRIDAY & SATURDAY, July 13 & 14

The adventure of a harem-raised innocent

"THE GIFT GIRL"

Founded on R. H. Durbant's exciting drama "Marry's Birthday Present", introducing LUTHER LINDEN and LUTHER ADAMS
Blacklist Photography

Monday & Tuesday, July 16 & 17

"BLACK FRIDAY"

A drama of true love during the most disastrous financial panic in history, featuring
DOROTHY DAVENPORT, FLORENCE JOHNSTON
and RICHARD MORRIS
Rehearsal Photography

Wednesday-Thurs., July 18 & 19

Universal Mixed Programme

Adults, 25c.

Children, 15c.

Claresholm's Most Popular House of Entertainment

Major Schoof a Loyal Canadian

The Minneapolis Journal again devoted a column and a half to clear the Major of the charge of being a German spy. A copy of his discharge from the Canadian militia with the signature of Lieut. Col. Kemmis and Major C. James, was published.

It appears that someone impersonated the Major and was shot as a spy in London.

Major Schoof explained to the reporter of the Journal that he was just 16 years old when he left Germany. "I left because I don't like autocracy and I didn't care to spend four years in enforced military service at 76 a day," the Major explained. "Furthermore, I was born in Schleswig-Holstein, torn from Denmark by Germany, and had no particular reason for loving Germany."

"So I just was like a jack rabbit to get out of Germany."

Major Schoof said he came directly to the United States from Germany and settled in South Dakota. He was a cowboy and a farmer in the Dakotas, Montana and Nebraska until 1888, when influx of settlers made that region too tame for him, and his love of adventure called him to South Africa. He entered the South African military police and served with that body four years. In 1893 he had seen about all there was to see in South Africa and left for South America. After travelling over that continent he found himself back in the United States. The opening of the Canadian Northwest was then under way, so he went to Alberta and took up land.

"When the war broke out," he said earnestly, "I was the first British subject in the town to go to C. E. Hamilton, the British consul in St. Paul, and offer my services."

Crop Reports

Following is a very complete report of the condition of growing crops as has been summarized by the Alberta Farmers' Co-operative Elevator company, regarding the various sections of the province, the information having been obtained from their representatives at a number of points:

C. P. R. Aldrie to Penhold—The condition of the crop is very good, but they will likely be a week or ten days later than last year.

C. N. R. Main Line Edmonton, East—The crops have been injured to some extent by frost, but most points report present condition as healthy. A good rain fell in this district about June 21.

C. N. R. Main Line to Lough—The whole district reports good rains about June 26th, but crops will be about two days later than last season. A few points report injury from frost, but with the rains coming now they did, the damage by frost will likely be offset to some extent.

C. P. R. Lacombe Line East—This whole line will need, to some extent, from dry weather, but recent rains have been sufficient to prevent any serious damage.

C. N. R. Glace Lake Line from Munson to Stirling—With an average quantity of rain for the balance of the growing season, the crops along this line will be fully up to the average.

C. P. R. Main Line, Calgary to Bassano—Prospects over this whole district were never better.

Along the Greenhead Outcrop conditions averaged, but probably a few days later than last season.

From Bassano to Empress, including Brooks—crops in this district have been damaged to some extent by dry weather, but on the whole conditions are good, and with an average rainfall should be fully ahead of last year.

From Brooks East, Along the Main Line to Wainwright—Condition of growing crop is quite healthy, but hardly enough rainfall.

High River District—Conditions of the growing crop is good.

Cayley, Parkland and Stirling—Condition of the growing crop is good, but ten days late.

Blackfoot District—Crop looking fine. Conditions are excellent, and probably as early as last season.

From Medicine Hat to the Cross—Fast Late—Seedling was late and the crop a little backward, but is in good

condition, and the winter wheat looks good.

Lethbridge District and East Along the Cross—Condition of the crop is described as good, with about a week late and a little more rain than desirable.

Lethbridge, Cardston and Milk River District—Condition of growing crop is good, plenty of rain and crop very little later than former years.

Along the Foremost Line—Summer fallow grain is good, stubble land fair, crop a little later than last year on account of dry weather. About a week late and a little more rain desirable.

Claresholm and Granum—Crop in splendid condition, abundance of rain in the spring, warm weather making growth very rapid. About a week later than last year.

Country Against Conscription—Ignorance to Blame

(From Financial Post)

Our reports from all parts of Canada are so far favorable to conscription. These indicate that on a national vote compulsory service would be defeated—perhaps overwhelmingly—without the Quebec vote. If the voters knew the real facts the actual dangers confronting us, there would be no need for conscription. There would be a rush to enlist.

The Financial Post has made many statements since the war broke out, that were generally classed as absurd, and often condemned by public men and leading newspapers. In 1916, for example, a 300,000; not a 25,000 Canadian fighting army; a billion dollar debt; Russian withdrawal; kicking out the Anquith Grey-Churchills; crowd bringing Lord George in; filling big jobs, not with party backs, as in the past, but with Flavell, Gordons, Magraths, Hannas.

Our source of information, on the great questions before and since the war, have been more important, more reliable than those of any newspaper in Canada. They had to be because the most important financial and business interests in Canada relied upon them. They could not rely upon Anquith who cheerfully told the Empire in 1914, not to worry; the war would be over sooner than most people expected—and most people expected it would be over in three months. In Canada our Minister of trade imparted practically the same advice, and our Minister of Finance created the same impression in his speeches on loans and taxation.

During all this time, The Post raised the only voice, in all Canada, warning and telling what was coming. Without exception, the information given and the policies advocated, especially in these columns, since the war began have been proven correct. Therefore, there is every reason why anything we may say now should receive at least careful consideration.

We repeat what we said, very definitely, six weeks ago, that when Mr. Balfour arrived at Washington we were facing probable defeat. Defeat would have meant the immediate appearance of the Germans at Quebec, Halifax and elsewhere, with perhaps half a million men; and with probably another seven thousand on our Pacific shores. We would be at the mercy of the Germans. They would make the United States pay the cost of the war.

These suggestions were laughed at by politicians. Last week a United States Cabinet Minister, in a public address, frankly warned the nation: these were the dangers ahead. Another speaker said the Germans expected to collect a hundred billions from the United States and to make Canada a German State. So far, no Canadian Minister has hinted at any such danger. The leader of the opposition, however, is suggesting a absurd. A leading Liberal paper of the country, edited by a professional pacifist, is no better.

Let us make the matter clear. The coming in of the United States means, as we saw a breakdown in Germany may save us. But victory is still with the enemy. If it continues, and they were as strong in Europe, the men of Canada, we can be sure, will become slaves to German aristocracy; while we cannot be sure that our people may not be subjected to the outrages practiced in Belgium and Poland.



JOIN THE
BUSY THRONG COMING
TO OUR STORE FOR
BIG VALUES NOW.

CROWDS ARE COMING TO OUR STORE NOW.
WHY?

THEY KNOW OUR QUALITY IS ALWAYS HIGH.
THEY KNOW WE ARE NOW MAKING OUR PRICES LOW.

JOIN THE CROWD AND SAVE MONEY.
COME WHILE THE PICKING IS GOOD.

W. D. Annable,

Departmental Store

We are sure the Premier knows there is more than a possibility, that these things may happen. To carry the country with him he should bring the facts before the people.

Interview With Pte. Pettigrew

Pte. Jas. Pettigrew of the 8th Canadian Field Ambulance who is now military editor of the Calgary News-Telegram, was in town this week getting the particulars necessary for a special article which the Calgary News-Telegram will publish on our Claresholm district. Mr. Pettigrew was nine months in the trenches of France and Belgium, and got back to Canada last Christmas. He expresses the opinion from his outlook on the actual fighting at the front that the Canadians were completely demoralized by the fighting in the third battle of Ypres in June 1916 when our Canadian boys were climbing for seven nights, out over seven dead of the German dead, but the insane German Empire can keep her reluctant troops standing against us till the fall of 1918. Mr. Pettigrew has wonderful stories to tell of the valor of our Western Canadian boys, and says that we westerners will be proud of those things which our soldier boys have done on the fighting line, when the real things about the fight can be told, and they will then understand just why those home folks in Britain are showering our Canadian wounded with roses these days, when the big hospital trains come in. Though the war has dragged on so long, and thousands of troops are seen in London, and every great city in Britain, yet our boys take particular pride in going home to those boys who wear the sign of the Maple Leaf.

The word "Canada" has a new meaning for those residents of the motherland, says Private Pettigrew, and he believes that the "hood" of new Canadian citizens we will get from Britain after the war will be enormous. But now he got "home and back" through to share with us the many stories which will be our aftermath of the war, and will share, too, that pride the "our Canada's" boys in the fight.

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WATCHES

The kind for Workingmen—Gents, Watchmen, Elgin and Illinois at all prices.

Our Special at \$5.00 is a good watch for the money. Wrist Watches — \$4.00 and up for Ladies and Gents.

Don't forget we sell also Victor Victrola and all the latest Victor Gramophone Records, the kind you don't have to change.

10c packages.

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JEWELER - CLARESHOLM

Neilson's Chocolates

(The Chocolates that are different) in beautiful boxes, all sizes. These Chocolates have no equals.

Leave Your Orders for
CUT FLOWERS
Agent for Tyrrell's Nurseries

American Restaurant

J. B. BOESE

PROPRIETOR

JUST OPENED

Claresholm Dress- Making Parlors

Next to Bank of Commerce
All Work Guaranteed
Call and See Us

and he staggered back ten yards and fell on the open with the gun splitting his head. Corporal Bradley, of the Calgary police force, crawled out and got him into the trench, for which heroic action Corporal Bradley got the Military Medal, in this case Corporal Bradley has done won the D.O.M. on the Somme River.

If these are the types of men we have representing our West, on the fighting line, we need have no fear of our Canada being forgotten when the victory comes.

Special Sale of Men's Clothing

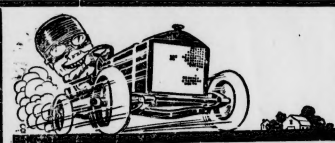
Navy Blue, Brown and Grey, sizes 34 to 42, reg. \$26.00 values. Sale price \$19.50. : : : : :

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Next to White Lunch

DRS. ATKINSON & HAWKSHAW DENTISTS

CALGARY. 410-Herald Bldg. Telephone M2980

CROWN, BRIDGE and PLATE WORK



"We've won first place"

THE STUDEBAKER CAR—Built for Canadian Roads

The Family Car. All The Latest Improvements. The Car That Lasts

1 McLaughlin and 1 Ford, Latest Models for Sale

S. C. WILLIAMS, Agent for Claresholm and Granum



The New Ford

Is the Logical Car for the Farmer

It will stand more rough usage than any other car with less expense for gasoline, oil or repairs.

The new radiator and steam line hood, together with the crown fenders on the New Ford makes it an attractive car.

Ask for a Demonstration

PRICES:	
Chassis	\$450.00
Runabout	475.00
Touring Car	495.00
Couplet	695.00
Town Car	780.00
Sedan	890.00

Prices f.o.b. Ford Ontario

C. B. CRAY, - - - - - Agent
J. M. WORKMAN, - - - - - Sales Agent
CLARESHOLM

For Sale

A REAL SNAP

Steam Threshing Outfit, complete

10 Bottom Gang Plow

CASH or TERMS

Will sell for \$1000 cash and own threshing

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THE WHITE LUNCH

Opposite C.P.R. Depot

L. M. HYDE & J. E. McDOWELL, Props.

First Class Meals

Ice Cream

Confectionery

All White Help

Claresholm Review-Advertiser

An Independent Weekly Newspaper
ROBT. K. PECK, Editor

Subscription Rates
One year, in Canada, \$1.50
One year, to United States, 2.00
Single Copy, 5c.

Friday, July 13, 1917

THE FRANCHISE

There are one or two points that should be made clear to the ratepayers regarding the proposed franchise before the vote is taken. Regarding the letter of J. B. Bower, in last week's issue, a statement appeared in the letter as follows:

"We are obliged to pay for all improvements; we are to reimburse them for the outlay of cash which is made other than the maintenance of the plant; this is to be paid at any time the engineers either give up the proposition or fulfill the 10-year lease."

This statement is absolutely wrong and misleading, and gives the impression that when Mr. Bower read the Sewer Franchise he stopped there. According to the Water and Light Franchise (Sections 23 and 26 of each):

"In the event of the Engineers failing to carry out any of the provisions of this agreement the franchise and agreement hereunder mentioned shall absolutely cease and determine, and the Town shall have the right to take over the entire system, including all the improvements, additions and extensions and operate the same until the end of the ten years covered by this franchise, without any allowance being made to the engineers for the use of any such improvements, additions or extensions."

Thus in the event of the Engineers defaulting, the franchisees and leases of once ceased and the Town take over the systems and improvements, etc. It would only be in the event of the franchise running its course of ten years that the question would arise of the Town paying for improvements, and even this is not obligatory.

The obligation on the engineers is to spend \$36,000 to \$75,000 on the sewer and both utilities, not on the sewer alone, as stated by Mr. Bower. The Engineers, if the franchise passes, take over and pay for the engines, the \$4,500, which the Council last year felt justified in spending for it. We do not require a "run" for our money until it is spent. The Engineers are not getting the leaves for nothing. Mr. Bower closes his letter "If we make a make a more let us either sell or rent." The proposed franchisees arrange for losses. Is that not renting?

One of the arguments which has been generally used adverse to the suggested franchise is that the town is increasing and prospering. Yes, but why? To a large extent because of abnormal and unforeseen conditions whereby the products of the country-side are obtaining prices hitherto undreamt of. How long will this last? Does any one imagine that present conditions will continue for years? The probability is that they will not, and that being so the ratepayers should not be misled by the present boom, but should carefully weigh the whole position from a financial point of view.

Personally, we believe that the franchise would be a good thing for the town and that it would be folly to turn it down.

There is an mystery about the sewerage scheme. The franchise is easy to understand by any man of ordinary intelligence.

The Engineers are reputable men. Fawkes is the son of an English clergyman, a graduate of Cambridge University, and an engineer of international standing, and was for years engineer for the City of Calgary.

If the Engineers sell, their successors are subject to the same obligations to the town. The gas engine, bought last year, is not powerful enough to do the work required of it. At sea level it would answer, but not at this altitude, which requires a greater horse-power. We do not want to sell our utilities. Some day we will be proud to own them. Meanwhile we want to get out of a tight corner and get improvements for our town that we can secure in no other way.

EDITORIAL NOTES

Conscription passed with a large majority and the details of the bill are now being worked out. Sir Robert Borden is winning out in his fight

against incompetency in his own party and against the ignorance that prevails among his opponents. Those who opposed conscription are failing in line and losing to the inevitable. Before the bill comes into force a chance is to be given for voluntary enlistment, and no doubt many who are in the first class, to be called will enlist rather than be conscripted. Conscription is right in principle and the obligation of every man to do his share in the defence of the Empire is appealing to the common sense of all.

Premier Borden has secured two very able men for public service in C. A. Macerth and Hon. W. J. Hanna. The former has been ordered to take charge of the food supply, while the latter has been placed in charge of the food resources. Both are men of outstanding ability. Mr. Hanna, refusing any remuneration whatever for his services, has taken up the great task of organizing Canada to produce and to conserve food for our own people and to provide an extra supply for the Allies. The task is a gigantic one and it begins to look as if Canada will have to supply the bulk of the food needs of the Allies with little help from the United States. Crop reports are none too good across the line, and there seems little likelihood of there being more than what we need for the nation's own use.

There is a tremendous responsibility resting upon the former. Canada. So far, he has failed to meet it. In the year 1917, when there should have been millions of acres more under cultivation, it appears that there is actually less than last year.

Mr. Hanna has no secret, but that he will succeed in awakening the country to the dangers we are facing, we have little doubt. Everybody is already warned to use such perishable food as possible during the summer season, and plans are now being formed for the purchase of the surplus foods and their transportation to the Allies.

Russia has come back again and is approaching the outskirts of Lemberg. The Austrians and Germans have suffered severe losses both killed and prisoners. The new enthusiasm, and the war will be prosecuted with renewed zeal. Germany has already withdrawn a large number of her troops from the western front to meet the oncoming Russians.

FOR SALE—400 acres, 350 acres of crop, 31 miles from town. \$37 an acre. Half cash. Apply Review Advertiser.

Tied to Quebec

In his letter to Sir Robert Borden regarding conscription, Sir Wilfrid Laurier stated that he could take no definite action until he had consulted with Sir Lester B. Pearson. Why Sir Laurier should do this is not necessary for Sir Wilfrid to consult the premier of Quebec?

The people of Canada are getting sick and tired of this eternal situation to the yoke of Quebec. Quebec has been the spoiled child of Confederation. It has secured more privileges than any other portion of the Dominion, and, outside of the English-speaking section of Montreal, it has not only fought less but paid less than any other province towards the war.

If Quebec desires to reap the benefits of British connection, it must be prepared to sacrifice something for British connection. Thus far, English speaking has done most of the fighting and paying and French-speaking most of the talking. It is a condition that cannot and will not be much longer tolerated by the overwhelming bulk of loyal Canadians.

If the rest of Canada would institute a boycott of the Province of Quebec possibly she might learn to value her place and responsibility in the affairs of the Dominion. The rest of Canada could get along alright without Quebec.

Western Liberals Meet

Prominent members of the Liberal party including a few members of parliament met at Regina this week to discuss party problems. The delegates represent Saskatchewan, Alberta, Manitoba and British Columbia. Premier Norris, Sifton, and Brewster were present.

It is said that the attitude of the Liberal party in the West on conscription was to be discussed.

Premier Martin has come out emphatically for conscription, and most of his chief aides have seconded their chief's views. Premier Norris is known to favor conscription and has given expression to emphatic views along this line. Premier Sifton has not publicly committed himself to the policy, however, but Premier Brewster is quoted as favoring the mobilizing of the full man power of the country.

The meeting is scheduled to last several days, and pronounced pledges to the policies decided upon, even though they may not agree with the views of the national leader, is likely.

Of Interest to Auto Owners

A meeting will be held on Tuesday afternoon at 4 p.m. at the Cornhill Chambers to consider the organization of an Automobile Club.

This matter was taken up about two months ago at which time a petition was circulated and approximately 100 auto owners expressed their desire for the organization by signing same; since then owing to the extremely busy season no further steps have been taken. However, this move is of too much importance, not only for the pleasure of the automobile owner, but as a general good roads movement to everybody, to let drop. Every district in Alberta should have their good roads club, in fact nearly every one of importance has already organized.

It is the intention of all Clubs to affiliate with the Calgary Auto Club. By paying a small fee to that Club all members of our organization are entitled to the same privileges as their own members. It also completes a provincial organization consisting of thousands of members from every part of the province whose resources in the matter of good roads will carry weight with the provincial authorities. The Claresholm district has more automobiles than any other farming district in Alberta. Owing to our rain being perhaps greater than most districts and our soil heavier wear more in need of an organization of this nature than a great many districts and nothing will advertise a district better than good roads.

This organization is not intended for the benefit of the pleasure motorists alone but for the business man as well to whom good roads is of far more importance, nor is it intended for this year only but must be continued on from year to year and after a few years of good work by all Clubs it will be possible to motor from end of the province to the other with no fear of getting into the wrong road or of running into a mud hole every few miles.

Don't forget the meeting Tuesday afternoon at 4 o'clock at the Council Chambers.

Committee—Geo. Simpson, O. L. Reinecke, W. J. McKenzie, J. F. Reynolds.

Emma Goldman and Alexander Berkman, anarchists, were sentenced to two years in prison and a fine of \$10,000 each for seeking to influence citizens to oppose the selective conscription draft law in the United States.

The state of California during the last six years has expended the enormous sum of over \$74,740,000 in road and bridge construction and maintenance.

McLAUGHLIN
McLAUGHLIN SIXES

THE 1917 SERIES ARE REFINED AND IMPROVED IN DETAIL ALTHOUGH UNCHANGED IN GENERAL DESIGN

NOW in their third season of successful performance McLaughlin Six-Cylinder pleasure cars have won and are holding, among Canadians, enviable reputation for Power, Efficiency, Comfort and Beauty.

Designed and constructed in Canada by Canadians for Canadian motorists, McLaughlin motor cars give better satisfaction under Canadian climate and highway conditions than the average automobile.

THE McLAUGHLIN MOTOR CAR CO., LIMITED
OSHAWA, ONTARIO

With abundant power—vibrations, flexible and easily controlled—the man or woman at the wheel can enjoy all the pleasure of motoring in the full without anxiety.

McLaughlin Sixes are dependable cars and are SAFE cars to operate.

Model D 65 Special—an elegant five passenger Touring Car with superb body appointments and accessories.

J. M. SOBY, Claresholm and Staveland
Canada's Standard Car

Claresholm Agricultural Exhibition

WEDNESDAY AND THURSDAY, AUGUST 1st and 2nd, 1917

Intending exhibitors are specially reminded that the sum of one dollar Membership Fee gives the right to as many exhibition entries as may be desired.

For Time Table and full particulars see Prize List which may be obtained from the Secretary

Good Programme of Races. For fuller details see list

All agricultural entries close on or before Tuesday, July 31st, at 12 noon. Entries made after that hour charged double entry fee.

Admission 50c, Children 25c. All Exhibitors pay at gate and no free passes issued to exhibitors or helpers.

Automobiles charged 50c extra

The public are earnestly requested to confine their dogs on the exhibition days as they are a source of great danger in connection with track events.

For full particulars apply **J. R. WATT, Secretary**
Box 154 Telephone 29

CORRESPONDENCE

Editor Review-Advertiser—For the benefit of ratepayers, among whom I am numbered, who do not understand just what this rating is all about, kindly let me have space in which to ask a few questions.

Why should I, as a ratepayer, be disposed of "scheme" in such mysterious terms? Why not state definitely just what the "scheme" is proposed to be?

Why not have the Engineers put a list of some sort in case they fail to get any money to secure sewage disposal if the town is not responsible for its own drainage at least two miles of sewerage in 1917?

If we use the Engineers' plan to carry out the provisions of the sewer franchise, the town not only has the right but can only be compelled to take over the scheme.

Who is to stand sponsor to those ratepayers who have expended their good money to secure sewage disposal if the town is not responsible for its own drainage?

We have not yet learned who are the reputable men with whom the Engineers are associated. Neither are we assured that the expert engineers (one of whom was formerly city engineer of Calgary and another built the Kananaskis dam) will stay with us while the contract is in force.

What is to prevent the Engineers from securing the contract, selling or assigning it to someone else, and leaving for Calgary or some other pleasant place?

This \$1.00 paid in consideration of having received value, is merely an indication that the contracting parties were sober and in their right minds when the deal was slipped over.

With the gas engine in use, we could easily extend the street lighting to an all-night service, and it had furthermore been planned to install a porch light on every veranda in town, this service to be granted free of charge. Why has the gas engine installation been delayed so long? All necessary parts could have been in the ground months ago.

Brandon add their non-paying municipal plant for cash, amounting to a million dollars or so. Why couldn't we sell our plant? We would then have some cash with which to improve our streets.

If the Engineers could not make a success of the utilities in ten years, why under the sun talk of a 20 or 30 year franchise, as some are alleged to be talking?

If the Engineers fail to make their "scheme" work, or if they become insolvent or bankrupt, or make no assignment for the benefit of their creditors, is the town expected to take back the crippled and hopeless wreck of their experiments?

Why not place a clause in the Engineers' contract preventing them from having our municipal systems about the country to "Jim Crow" Engineers?

Why should the Engineers not be asked to put up a greater bond than \$2,000? And why not make it cover ALL depreciation of plant and machinery? As it stands now "unlimited depreciation" might mean all depreciation which sticks to the ceiling. Are we to assume the depreciation caused by the experimentation of Fawkes and Fleet is on their fail?

It is only fair that we, as ratepayers, upon whom the burden of maintaining the town should receive an answer to some of the above questions before we vote away the utilities we have spent our money to build up.

J. B. HICK

Beaver Creek Sports

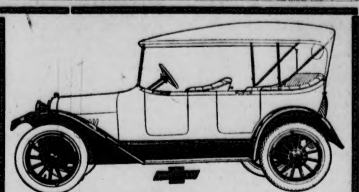
The annual outing at Beaver Creek race track which is undoubtedly the oldest annual celebration in the province took place on July 4th. For upwards of 25 years this yearly celebration has been held. Despite counter attractions at Pine Lake and Indian Reserve and the Calgary Exhibition being held on the same date, the day at Beaver Creek was a huge success. This event is looked upon by people of the Beaver Creek district with as much interest as Christmas or Thanksgiving.

The celebration consists of a great big spread on the grounds by the different families, all kinds of athletic sports, horse races, rough riding, bucking, etc., and a big dance in the evening.

Too much credit cannot be given Jerry Pasler, who has been chairman of the committee for many years. This year he was aided by Messrs. Dunbar, Chappell and Marshall.

The different events of the day were keenly contested.

In the horse race an 80-year-old rider was conspicuous to the presence of Mr. Fry, of Olsen Creek, who is a Virginian of the old school. He loves a horse as he would a brother, and he has for years retained a band of horses of the old Virginian blood. One of the attractions was an event in which Mr. Fry gave a thrilling exhibition of speed with his great trotting horse "General Adair."



The CHEVROLET Series Four-Ninety A

Demountable Rims One Man Top
Price \$825.00 F.O.B. Oshawa

NEW FEATURES

Sloping Windshield.
Body Painted in Chevrolet Green.
Nicer Stripes.
Tire and Demountable Rim Carrier
designed with Tail Lamp and
License Bracket Attachment.
New Design Front and Rear, Fender Skirts.

NEW FEATURES

Robe Rail and Foot Rail
Radiator Splash Guard gives front of car a conventional appearance
Tonnau Floor Laid with Tile Carpet
Pockets in all doors.
Hand Pads to protect finish on doors.

AGENT FOR GOOD YEAR TIRES

J. T. KINGSLEY, HARNESS AND SADDLERY DEPOT
Repairs a Specialty

THE CLARESHOLM

HONOR ROLL

If there are any names omitted, kindly let us know about them.

First Contingent—
Ryan, Sam O.
Cummings, Geo. W.
Franklin, L. K., accidentally killed.
Gray, Ed. T.
Morro, Wm. D.
Pritchard, Wm.
Price, Hidden.

Thirty-First Battalion—
Boyer, S. L., killed Oct. 13, 1915.
Callaghan, L. E. (Pat), killed in action.
Gannon, F. L. (Scotty), wounded in action.
Davis, Thos. P.
Dougan, Daniel.
Falls, Theo. de C.
Forbes, Robt. J., Lieut.
Gates, H. B.
Groves, Arthur J., killed in action.
Hawker, Harry, missing.
Larkin, Robt. M., wounded in action.
Home.
Linton, David.
Proctor, Jas. S., Lance-Corp., killed.
Russell, Harry.
Turner, J. H.
Westmore, Chas., Captain.

Thirteenth O. M. R.—
Lyndon, W. A., Major.
James, C. W., Major, wounded.
Macdonald, D. A., Captain.
Bell, R. F., Lieutenant.
Murray, Thos., Lieutenant.
Moorehead, W. J., R.E.M.
Adams, G. A., Q.M.S.
Ayer, H. M., Sergeant.
Elliot, E. W., Sergeant.
Kernack, W. A., Sergeant.
Crowe, C. H., Sergeant.
Cunningham, J. C., Corporal.
Bell, G. A., Lance-Corporal.
Macdonald, J. H., Lance-Corporal.
Coughlin, R. E., Lance-Corporal.
Bateman, H. W., formerly of R.N.
W.M.P.
Baker, Sidney.
Boulfear, A. P.
Bradley, J. H.
Bell, J. F.
Buchanan, E., now with the 50th Battalion, wounded.
Claber, H.
Cotter, J.
Dean, M. R.
Dean, W. B.
Duggan, J.
Ford, H.
Graham, F. C.
Jeane, D.
Johnson, J.
Kelley, O. C.
Lewis, Rodrick.
Love, W. F., missing.
Malone, Geo.
Miller, J.
Maxwell, H. C., discharged, sick.
Maxwell, H. R., sent to England, June 6, 1916.
Mathews, N. H., wounded or killed.
McPhail, J. A., formerly of Canadian Bank of Commerce.
McLean, Gerald.
Nelson, Julien, sent to England, June 8, 1916. Invalided home.
Preston, Fred, sent to England, June 6, 1916.
Seymour, P. N.
Salmon, P. O., died at Grasmere, March 3, 1916.
Smith, David.
Thompson, J. G.
White, John.
Wilson, D., sent to England June 6, 1916.
Fifty-Sixth Battalion—
Black, Geo.

Eighty-Second Battalion—
Blyden, H. W.
Booth, Geo.
Clark, Geo. F.
Dungan, John.

Eighty-Ninth Battalion—
Eade, Ernie, Sergeant.
Marsh, Maurice E., Corporal, Red Cross.
Eade, Chas.
Killed 112th O. Battalion—
Henderson, Geo. (Scotty).
Newell, Alex.
Tovell, E. F.
Gowan, Stewart.

Reservists and Other Units—
Abel, P. M., Lieut. 20th A.S.C.
Boddy, G., killed.
Bell, Geo.
Beausoleil, Rev. Fr.
Chamberlain, Alfred, wireless operator.
Cummings, Jas.
Cross, Jerry, wounded.
De Salles de Roucy, formerly of R.N.W.M.P.
Gilling, Philip.
Hardwick, C. D., Lieutenant.
Hirsch, H. J., 9th battalion.
Kingscott, R. P., Royal Navy.
McNally, Geo., killed in action.
Knight, H., Corporal 20th A.S.C.
McKenzie, Colin, wounded.
Fors, H. B., formerly of R.N.W.M.P.
Sparks, Bernard B.
Storrie, Jas.
Studd, E. G., Lieutenant R.F.A.
Stephens, J. D., wounded in action.
Turball, Mark.

113th Battalion—
Gray, John.
Tovell, Earl.
Newell, Alex.
Henderson, Scotty.
Hooper, Harold.
Williams, Philip.

21th Battalion—
Gray, John.
Nelson, Charles.
Blackwell, H.
Jones, T.
Cameron, Emil.
Sawyer, Sam.
Oliver, Oryllie.
Richardson, J. H.
Sage, Elmer.

17th Battalion—
McDonald, Walter.
Gardner, Dick.
Francis, David.
Adams, Walter.
McKenzie, W. F.

18th Battalion—
Walls, John.
Hughes, Harold.
Wannamaker, Allan.
18th Battalion—
Stevens, Dr.
Robb, Ernie, wounded.
Reisen.
Adams, Fred, missing.
Cordlawie, Arthur.
Yanbilla, Harry.

20th Battalion—
Sullivan, James.
Sullivan, Vancouver.
Roberts, Joseph.
Hart, Lester.
Hadden, Edmondson.
Connell, Tom.
Medal Corp., 17th—
Hastell, J. L.
Bell, Geo., wounded.
112th Battalion—
Vaughan, Wm., wounded.
Forrest Battalion—
Price, Samuel.
Burt, John.
Riley, John.

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